



**TO:** Planning Committee North

**BY:** Development Manager

**DATE:** 10 January 2017

**DEVELOPMENT:** Reserved matters submission seeking approval of appearance, landscaping, layout and scale following planning approval DC/13/1412, and the agreement of details submitted to satisfy 6, 9, 12, 15, 16, 17, 18, 28, 32, 33, 34, 35, 39 & 42 of planning permission DC/13/1412.

**SITE:** Land at Station Yard Christs Hospital Horsham West Sussex

**WARD:** Southwater

**APPLICATION:** DC/16/1961

**APPLICANT:** Ms S Poulter

**REASON FOR INCLUSION ON THE AGENDA:** By Request of the Development Manager

**RECOMMENDATION:** To delegate authority to the Development Manager to grant planning permission subject to the completion of a Deed of Variation to the original S106 agreement, and appropriate conditions.

## **1. THE PURPOSE OF THIS REPORT**

1.1 To consider the planning application.

### **DESCRIPTION OF THE APPLICATION**

1.2 This application follows a hybrid planning permission (reference DC/13/1412) for the development of vacant, predominantly previously developed land within the built-up area boundary at Station Yard, Christ's Hospital. The permission granted outline planning permission for 40 residential dwellings on land served by access from King Edward Close and an extension to the station car park, and full planning permission for the conversion of the existing goods yard building on the site into 7 affordable rent residential units (in addition to the 40 units proposed in outline). Access to the full planning element is to be taken from the existing access point onto Station Road. The outline permission only secured access arrangements, with the appearance, landscaping, layout and scale being reserved by condition 1 of the permission.

1.3 This application seeks to agree the reserved matters for the outline aspect of the permission, and to agree the details reserved by a number of pre-commencement conditions applied to both aspects of the development. The proposal would retain 47 residential units as per the hybrid permission, of which 15 would continue to be affordable units. A single s106 Legal Agreement completed in connection with DC/13/1412 requires the provision of 15 affordable units across the site and includes the 7 affordable rented units in the full planning permission element and a further 8 affordable units in the outline part of the site. This application proposes a variation to the signed s106 agreement to alter

the agreed tenure split from 60% affordable rent/40% intermediate shared ownership to 46% affordable rent/54% intermediate shared ownership. This would retain the 7 affordable rent units within the converted goods yard building as current, and include 8 intermediate shared ownership units within the remaining development. The proposed affordable housing split and allocation is as follows:

<b>No. Units</b>	<b>Dwelling Type</b>	<b>Tenure</b>
5	3-bed terrace	Shared Ownership
3	2-bed terrace	Shared Ownership
4	1-bed flat	Affordable Rent
3	2-bed flat	Affordable Rent

- 1.4 Amendments have been made from the layout plans submitted with the hybrid application to make minor alterations to the new road into the site from King Edward Close, to improve pedestrian links through the site, increase car parking for residents and visitors, and alter the design of the housing to better relate to the scale and form of the existing housing in the area. Further alterations have been made to the unit mix, with minor amendments to the housing layout, and the repositioning of the play area. The revised unit mix is as follows:

<b>Dwelling size</b>	<b>No Units DC/13/1412</b>	<b>No. Units now proposed</b>
1-bed flat	4	4 (all affordable rent)
2-bed flat	3	3 (all affordable rent)
2-bed house	23	3 (all shared ownership)
3-bed house	13	30 (5 shared ownership)
4-bed house	4	7

- 1.5 The proposals have increased the number of parking spaces within the outline part of the development to 97 (including 2 disabled spaces and 8 visitor spaces), set in allocated spaces to the front of each dwelling. The converted goods yard building retains the 11 spaces approved under the hybrid permission. The dwellings are of a traditional design variously between 2 and 3 storeys in height and with a palette of materials (brick, tile hanging and tile) that complements the existing housing stock in the area.

#### DESCRIPTION OF THE SITE

- 1.6 The application site relates to an elongated parcel of land within the settlement of Christ's Hospital (defined as a Small Village within Policy 3 of the HDPF). The land immediately abuts a railway line along its longest north-western boundary, with a station car park to the north east, its access road (Station Road) to the southeast and dwellings to the southwest. The site has an area of 1.96 hectares. It is constrained by a Tree Preservation Order that cuts into the site from along Station Road. The Downs Link public right of way links into the site in the northeast part.
- 1.7 Since the closure of part of the railway line in the 1960s, the original station yard land and buildings have been used for storage and workshop purposes. These have now vacated and the site lies largely derelict. The important building in respect of the existing context of the site is the old goods yard building, which is positioned at the northern end of the site. The remainder of the site is largely used for open storage purposes and is consequently of little amenity value. The old goods yard building has full planning permission to be converted into 7 affordable rent units as part of a wider re-development of the site under the hybrid planning permission DC/13/1412. The remaining parts of the site are largely unkempt.

- 1.8 To the south of the application site is the residential development of King Edward Close, which is characterised by a low-medium density area of housing. To the north of the application site is Christ's Hospital Station, and the site borders onto the main station car park. To the east of Station Road is an area referred to as 'The Green', which is an undefined area of amenity open space, with the Bluecoat Pond estate beyond characterised by brick and tile dwellings.

## 2. INTRODUCTION

### STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

#### RELEVANT GOVERNMENT POLICY

##### **National Planning Policy Framework:**

- NPPF4 - Promoting sustainable transport
- NPPF6 - Delivering a wide choice of high quality homes
- NPPF7 - Requiring good design
- NPPF11 - Conserving and enhancing the natural environment

Technical guidance to the National Planning Policy Framework

Planning Practice Guidance

#### RELEVANT COUNCIL POLICY

##### **Horsham District Planning Framework (HDPF 2015)**

- HDPF1 - Strategic Policy: Sustainable Development
- HDPF3 - Strategic Policy: Development Hierarchy
- HDPF15 - Strategic Policy: Housing Provision
- HDPF16 - Strategic Policy: Meeting Local Housing Needs
- HDPF24 - Strategic Policy: Environmental Protection
- HDPF25 - Strategic Policy: The Natural Environment and Landscape Character
- HDPF31 - Green Infrastructure and Biodiversity
- HDPF32 - Strategic Policy: The Quality of New Development
- HDPF33 - Development Principles
- HDPF35 - Strategic Policy: Climate Change
- HDPF36 - Strategic Policy: Appropriate Energy Use
- HDPF37 - Sustainable Construction
- HDPF39 - Strategic Policy: Infrastructure Provision
- HDPF40 - Sustainable Transport
- HDPF41 - Parking
- HDPF43 - Community Facilities, Leisure and Recreation

#### RELEVANT NEIGHBOURHOOD PLAN

- 2.2 The site is within the Parish of Southwater. The parish was designated a Neighbourhood Development Plan Area on the 25<sup>th</sup> February 2014, and subsequently amended on 16<sup>th</sup> May 2016. To date, no further stages of the neighbourhood plan formation process have commenced.

### PLANNING HISTORY

DC/13/1412	A hybrid planning application comprising: A detailed application for the conversion of the Goods Yard Building for the development of residential units and associated access, car parking, landscaping and ancillary works. An outline application for residential development of up to 40	PER
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units including reuse of the former railway goods building, extended station car park, new roadways and footpaths and associated landscaping

### 3. OUTCOME OF CONSULTATIONS

3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at [www.horsham.gov.uk](http://www.horsham.gov.uk).

#### 3.2 INTERNAL CONSULTATIONS

**HDC Arboricultural Officer:** No objection.

**HDC Public Health And Licensing (Env. Health):** No objection.

**HDC Housing Department:** No objection to revised tenure split.

**HDC Landscape Architect Officer:** No objection.

**HDC Parks and Countryside:** No objection.

**HDC Property Services - Drainage:** No objection subject to condition.

**HDC Waste Services Manager:** No objection

#### 3.3 OUTSIDE AGENCIES

**Southwater Parish Council:** No Objection.

**WSCC Highways:** No Objection.

**WSCC Public Rights of Way:** No Objection

**Ecology:** No Objection

No objection to the Reserved Matters Application with regards to ecology or to the discharge of Conditions 16, 17, 33 and 34. Conditions 18 & 35 require minor amendments to the wording of the ecology report, otherwise no objection. [amendments now received]

**WSCC Surface Water Drainage (SWD):** No comment received

**Environment Agency:** No comment received

**Southern Water:** No Objection subject to conditions

**Sussex Police:** No Objection.

**Natural England:** No Objection.

**Network Rail:** No Objection.

**West Sussex Fire and Rescue Service:** No Objection

#### 3.4 PUBLIC CONSULTATIONS

**4 letters of objection** have been received from local residents. The summarised grounds of objection are as follows:

- Displaced parking from Station Road during construction works into the wider estate
- Parking on Station Road will not be addressed by the enlarged Station pay car park
- Insufficient parking on the estate leading to overspill parking elsewhere
- Residents will inevitably use The Green which is paid for by service charges by existing residents only
- Conversion of the goods yard building will preclude alternative proposals for it to be used as additional station parking provision and a railway museum [NB there are no planning applications or permissions for this]

**1 letter of comment** has been received, stating:

- No parking restrictions should be placed on Station Road until the car park extension is opened

#### **4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS**

- 4.1 Article 8 (Right to respect of a Private and Family Life) and Article 1 of the First Protocol (Protection of Property) of the Human Rights Act 1998 are relevant to this application, Consideration of Human rights forms part of the planning assessment below.

#### **5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER**

- 5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder.

#### **6. PLANNING ASSESSMENTS**

- 6.1 The principle of the provision of up to 47 dwellings on the site and the expansion of the station car park has been established by way of the extant hybrid planning permission DC/13/1412 which was granted consent on 20 November 2014. This permission also established all matters relating to the conversion of the goods yard building into 7 dwellings, as this element was considered in full. As set out above, this application seeks approval for the reserved matters relating to the remaining 40 dwellings and the extension to the station car park, for which outline planning permission was granted, and agreement of matters reserved by condition across the wider development. The key considerations in relation to this application therefore comprise the following:

- a) Layout, scale and appearance,
- b) Landscaping,
- c) Housing mix
- d) Affordable housing
- e) Section 106 contributions
- f) Impact on amenity
- g) Highways and parking
- h) Other matters (drainage, ecology, lighting, refuse)
- i) The acceptability of the details submitted to satisfy conditions 5, 6, 7, 9, 12, 13, 15, 16, 17, 18, 19, 20, 22, 24, 26, 28, 31, 32, 33, 34, 35, 36, 37, 39, 40, 41 & 42 of hybrid planning permission DC/13/1412.

### **Layout, scale and appearance**

- 6.2 The layout of the scheme broadly follows that indicatively shown on the outline application drawings, with the main access from King Edward Close leading to a short run of semi-detached and detached houses and then onto a long terrace of houses. The route of the access road has though been altered to place the playspace closer to the woodland fronting Station Road and to route the access road around the goods yard building to allow for an emergency exit point. The plans also show the re-orientation of the terraced dwellings to face towards the access road rather than away.
- 6.3 Overall the proposed layout makes an efficient and effective use of the site retaining a strong green link through the protected woodland to the playspace, which itself is overlooked by a number of dwellings and the roadway. The positioning of the dwellings relates positively to the existing dwellings on King Edward Close and King Edward Road continuing their respective building lines into the site and private gardens proportionate in size to those in the wider area.
- 6.4 In terms of scale, the proposals include a mix of 2, 2.5 and 3 storey dwellings. The two storey dwellings are located adjacent to the existing two storey dwellings on King Edward Close allowing for a suitable transition to the taller 2.5 storey dwellings within the site. The 3 storey dwellings are located as three semi-detached pairs fronting Station Road. These dwellings are a storey taller than those adjacent and are visible in views along the main approach from the east. They do however continue the rhythm of the houses adjacent in terms of footprint, building line and garden size and are of a form and design that complements the facing dwellings on Barnes Wallis Avenue across The Green to the east. Furthermore, the transition in storey height is appreciably tempered by their position on lower ground level such that they would not appreciably jar with the 2 storey properties adjacent.
- 6.5 The design of the dwellings follows the general palette of materials and forms to Barnes Wallis Avenue, including yellow/brown brickwork with red brick detailing, red/brown tile hanging and clay tiled roofs, gable and barn-ended roof forms, and small dormer windows. Consequently the development would assimilate well into its local context and re-enforce the positive local characteristics of the area as defined by the Bluecoat Pond estate opposite and in accordance with Policies 32 and 33 of the HDPF.

### **Landscaping**

- 6.6 The site does not benefit from any particular landscape character designations, and there are no important views in, out or across the site that warrant specific protection.
- 6.7 A Landscape Masterplan has been submitted with the application, along with details of how the footpaths will be laid, trees protected and details of the play equipment proposed within public areas. These details have been amended during the course of the application to respond to feedback from the Council's Landscape Architect and Parks and Countryside Officer. The revisions to the site layout from those considered indicatively at outline stage have enabled greater soft landscaping opportunities through the site, with the Downs Link extension, protected trees and play area now linked together as a continuous green corridor into the site.
- 6.8 The Masterplan follows broadly that submitted with the hybrid application. The plan shows the retention of the area protected by the TPO, with a public footpath extending through from the proposed site access road to the Downs Link via an enlarged raised central area of grassland. The footpath is lined by various pieces of formal and informal play equipment including a slide, swing, see-saw, train seat and log stepping stones. The footpath provides linkage from the Downs Link and station through the site to King Edward Close, including around and between dwellings for best permeability. Further soft landscaping is detailed around the fringes of the site and beside the parking spaces. Final details of this planting remain secured by condition within the hybrid permission.

### Trees

- 6.9 The layout changes have resulted in minor amendments to the tree protection plan and numbers of trees to be removed detailed within the hybrid submission. Whilst the plans show a number of trees are to be removed within the area covered by the TPO, these are in the main located on the periphery of the woodland and are of the poorest quality. The plans detail that the more mature and higher quality trees are to be retained, and the layout has been arranged in order to maximise this. The public footpath through the woodland will allow access into an area which dense undergrowth currently makes inaccessible, thereby enhancing the quality and usability of this space.
- 6.10 The Council's Arboricultural Officer remains of the view that the proposed tree works across the site are acceptable, retaining the most prominent and high value trees within the TPO area. In particular the Arboricultural Officer notes that the revised roadway has an improved impact on T74, a large oak tree that will be prominent in views along King Edward Close.
- 6.11 The Arboricultural Officer and Landscape Architect have both identified that the large row of conifers rear of plots 36-40 should be removed given their overgrown condition and dominant impact on these proposed dwellings. It is agreed that this row would be harmful to outlook and light, particularly to plots 36 & 37 given their shallow rear gardens, and that the proposed 30% cut back would not be sufficient to overcome this given both the remaining size of the trees and their likely quick regrowth. In the event the trees are to remain there would likely be strong pressure from future occupiers to remove them given the scale of their impact therefore it is considered appropriate to seek a suitable replacement screen as part of this submission. The Landscape Masterplan now details that this row of trees will be replaced with a 2m high native species instant hedge, which is considered to be an appropriate and acceptable revision.
- 6.12 The proposed tree works remain suitably protected by the planning condition attached to the hybrid permission, which requires tree protection works to be implemented to BS 5837 (2012) throughout works and any alterations to the submitted plans to be submitted to the LPA for approval. This ensures that the trees scheduled for retention will continue to be adequately protected during the course of the development in accordance with HDPF Policy 31.
- 6.13 Overall the landscaping proposals will protect the trees of greatest amenity value and enhance the appearance of the site to the benefit of the development and amenities of the wider area, in accordance with Policies 24, 25, 31 & 32 of the Horsham District Planning Framework (2015). The requirement for the submission, agreement and implementation of the final details of the landscaping prior to first occupation remains secured under conditions 8 and 27 of the hybrid permission

### **Housing Mix**

- 6.14 The application proposes an amended housing mix from that submitted at outline stage as set out below:

<b>Dwelling size</b>	<b>No Units DC/15/1412</b>	<b>No. Units now proposed</b>
1-bed flat	4	4 (all affordable rent)
2-bed flat	3	3 (all affordable rent)
2-bed house	23	3 (all shared ownership)
3-bed house	13	30 (5 shared ownership)
4-bed house	4	7

- 6.15 The main alteration is to increase the number of three-bedroom houses from 13 to 30 and reduce the number of two-bedroom houses (23 to 3). It is noted that at this stage no preferred mix for market accommodation is specifically set out in the HDPF. A recent

background study (Market Housing Mix, dated November 2016) does though calculate that 45% of new build dwellings should be two-bed and 35% three-bed. The report does though qualify these figures by stating that they are not prescriptive and are variable to individual site specific considerations. In this instance whilst 6 of the total 47 units (13%) is considered to represent a lower level of two-bedroom units, the general established character of the area is though one of largely family homes, therefore this lower level of two-bedroom units and increase of three-bedroom units is considered acceptable in this context and in accordance with Policy 16.

### **Affordable Housing**

- 6.16 The hybrid planning permission secured a provision of 32% affordable housing on the site, secured within the s106 to be 60% affordable rent as a minimum and 40% shared ownership as a maximum. This equated to 15 affordable units split 9 affordable rent and 6 shared ownership. A viability assessment was submitted with the application and independently verified to agree this quantum and tenure split.
- 6.17 This submission seeks to alter the tenure split to 46% affordable rent (7 units) and 54% shared ownership (8 units), retaining the agreed 32% overall provision. The applicant's case is centred on national changes to social housing rents since permission was granted which is impacting on the ability of Housing Associations to viably provide schemes with high proportions of affordable rent accommodation. The applicants have also requested a provision in an amendment to the original s106 to allow the intermediate shared ownership to be switched to intermediate market rent accommodation in the event there is found to be no demand for the shared ownership units.
- 6.18 Housing officers have agreed to the alteration to the tenure split, accepting that Government changes to reduce rents have impacted on the ability of Registered Providers to provide affordable rent units. Whilst alterations to the tenure split can potentially have an impact on the overall levels of affordable housing a scheme can viably provide, in this instance given the small scale of the alteration and the weight to be given to the guidance set out to Planning Authorities by Ministerial letter dated 9 November 2015 (which advises Planning Authorities not to re-open viability appraisals where the quantum of affordable housing remains the same but the tenure mix changes), it is not considered appropriate in this instance to revisit the overall levels of affordable housing the scheme could potentially provide. The mix of dwelling sizes broadly accords with the priorities set out in the Strategic Housing Market Assessment 2015.
- 6.19 It is noted that the affordable housing provision is 3% lower than the current policy requirements, however, given this level was agreed at outline stage previously (where this was then 8% lower than the previous policy requirement), given the other contributions secured, this is considered acceptable in weighing up the planning balance.
- 6.20 In terms of switching the intermediate shared ownership to intermediate market rent accommodation in the event they have not been sold within 6 months of completion, this new provision is accepted. A deed of variation to the s106 to secure these changes is currently under negotiation. Subject to this deed of variation the proposal will remain compliant with the objectives of Policy 16 of the HDFP.

### **Section 106 contributions**

- 6.21 The alterations to the housing mix have required a re-calculation of the contributions secured within the s106 for the hybrid permission. Based on the housing mix now proposed, the contributions have changed as follows:



	<b>Hybrid permission s106</b>	<b>Reserved Matters</b>	<b>Difference</b>
WSCC Transport Access Demand	£98,286	£148,800	+£50,514
WSCC Education (Primary)	£99,561	£147,981	+£48,420
WSCC Education (Secondary)	£107,154	£159,265	+£52,111
WSCC Libraries	£11,421	£16,439	+£5,018
Fire and Rescue	£4,152	£5,150	+£998
HDC Community Centre & Halls:	£14,364	£16,329	+£1,965
HDC Open Space and Recreation:	£58,065	£66,098	+£8,033
<b>WSCC Total:</b>	<b>£320,574</b>	<b>£477,635</b>	<b>+£157,061</b>
<b>HDC Total:</b>	<b>£ 72,429</b>	<b>£82,427</b>	<b>+£9,998</b>
<b>Total</b>	<b>£393,003</b>	<b>£560,062</b>	<b>+£167,059</b>

6.22 The applicants have confirmed that they provisionally accept the inclusion of the revised contributions within the Deed of Variation to the s106 agreement. The revised contributions are to remain compliant with paragraph 123 of the CIL Regulations.

#### **Impact on Amenity**

6.23 The proposed dwellings are all of a good size that comply with the Nationally Described Space Standards and provide for a good standard of natural light, outlook, privacy and private amenity spaces proportionate to that prevalent in the immediate area. A noise assessment has been submitted which demonstrates that the dwellings would not be unduly impacted by noise or vibration from the nearby railway line subject to modest levels of mitigation. This includes some of the units providing for alternative means of ventilation to avoid the need for open windows. A suitably worded condition will secure the recommendations set out in the noise assessment. Units 19 & 20 have been relocated further away from the railway line as these were identified in the hybrid application as being most detrimentally impacted by potential railway noise.

6.24 Plots 30-35 are set rear of 11-16 King Edward Road and provide at their narrowest a separation of 17.6m between elevations. Although amongst the shortest separation in the area, this is not considered so harmful to levels of privacy as to warrant the refusal of permission. Whilst some concern was raised at outline stage that some units on the indicative layout suffered from a lack of garden amenity space and close proximity to the adjacent railway line, the amendments have to some degree overcome this harm to the point that the overall scheme is now considered acceptable in accordance with Policy 33 of the HDPF.

#### **Highways and Parking**

6.25 The acceptability of the access arrangements for the site have been established within the hybrid permission, being from King Edward Close for the majority of the dwellings, and from Station Road for the station car park extension. The amendments to the route of the access road and provision of an emergency vehicle escape link have raised no objection from WSCC highways officers and are considered acceptable. In terms of parking, the overall levels of private, visitor and disabled spaces provided within the outline part of the development has been increased to 97 (in excess of 2 per dwelling) which exceeds the standards set out by WSCC highways and is considered acceptable in this location.

6.26 Dedicated cycle parking stores are provided beside each dwelling and are considered acceptable subject to a condition requiring the approval of their elevations and external materials.

6.27 Station Car Park Extension

The principle of providing an extension to the station car park on the northern part of the site has been established by the hybrid planning permission. Final details of the access/exit arrangements and overall specification have been provided for this 39 bay extension as required under conditions 40 & 41 of the hybrid permission, and remain under consideration of WSCC Highways at the time of writing.

6.28 The purpose of the car park is to better cater for the existing commuter parking on Station Road fronting 'The Green'. This follows extensive dialogue which has taken place between the applicant and West Sussex County Council to address concerns raised by local residents over the degree of commuter parking, and to ensure that this parking problem is not exacerbated by the proposed development. As stated the development provides 97 on-site parking spaces for the 47 dwellings, therefore it is not considered that any appreciable overspill parking along Station Road in connection with the proposed dwellings would be likely.

6.29 The increased capacity of the station car park will enable the potential introduction of parking restrictions along Station Road and other areas within the wider area to reduce levels of commuter parking and improve safety. This is identified within the Road Safety Audits and Traffic Management Plan submitted with the application. WSCC Highways have advised that restrictions could include limited double yellow lines to keep accesses and sightline clear, and more formalised verge parking bay hardstandings on Station Road and King Edward Road with the agreement of all stakeholders (including the Parish Council and Christ's Hospital Foundation). Such restrictions would be achieved by way of a Traffic Regulation Order granted by WSCC as the Highway Authority in consultation with statutory consultees, stakeholders and third parties.

6.30 Members should note that the implementation of any such restrictions falls outside of the jurisdiction of the Local Planning Authority and the scope of this application (as no overspill parking risk has been identified from this development) and it is a matter for WSCC Highways to pursue in negotiation with the applicants and Parish Council.

**Other matters**

6.31 Drainage

Details of the existing and proposed site drainage have been submitted which the Council's Drainage Engineer and Southern Water have raised no objection to subject to final detailed designs to be secured by condition. Southern Water have identified that local infrastructure will require improvement to avoid flooding and capacity risks, and have advised that this can be achieved by condition. Condition numbers 13 and 31 covering this issue are attached to the hybrid permission and remain in need of compliance prior to development commencing.

Ecology

6.32 As required by conditions 18 and 35 of the hybrid permission, details of ecological enhancements to the site have been provided. These include bird and bat boxes, log piles and appropriate planting to encourage wildlife. Appropriate measures to mitigate against any harm to bat and reptile habitats have also been submitted as secured under conditions 16, 17, 33 and 34 of the hybrid permission, all to the satisfaction of the council's ecology consultant.

Lighting

6.33 As suitable bat sensitive lighting scheme for the development has been submitted to the satisfaction of the council's ecology consultant and county highways officers. The scheme will not result in significant light spillage and would not otherwise harm the amenities of existing neighbouring residents or proposed occupiers of the development.

### Refuse and recycling

- 6.34 Stores for refuse and recycling facilities are to be provided to the front of each dwelling. The Waste Services team have advised that this space should include space for three bins not two, therefore further details are required, which are to be secured by condition. The Waste Services team are satisfied with the proposed road widths for refuse vehicles to access the site.

### **Consideration of details reserved by pre-commencement conditions of the Hybrid Application**

- 6.35 This application seeks the approval of details for a number of pre-commencement conditions attached to the original hybrid permission DC/13/1412, relating to both the outline and full planning elements of the consent. The Council's procedures do not require public consultation on applications for approval of details pursuant to conditions, but in this instance the Applicant has submitted the details as a single package with their application for approval of Reserved Matters. As such, it is necessary to review the submitted details.
- 6.36 Comments have been received from the relevant consultees on the submitted details sufficient to enable the agreement of the details secured by conditions 5 (footpaths and lighting of footpaths- outline element), 6 (materials- outline element), 9 (tree protection- outline element), 12 (levels- outline element), 15 (land quality- outline element), 16 (bat sensitive lighting- outline element), 17 (bat and reptile mitigation- outline element), 18 (ecological enhancement- outline element), 28 (tree protection- full element), 32 (land quality- full element), 33 (bat sensitive lighting- full element), 34 (bat and reptile mitigation- full element) and 35 (ecological enhancement- full element), 39 (fire hydrants- both full and outline elements), and 42 (fire hydrants- both full and outline elements).
- 6.37 Insufficient information has been submitted at this stage to satisfy the requirements of conditions 7 (construction management plan- outline element), 13 (foul and surface water drainage- outline element), 19 (full details of roads and footways- outline element), 20 (highway works- outline element), 22 (road safety audit for junction of Station Road and station car park- full element), 24 (refuse and recycling storage- full element), 26 (construction management plan- full element), 31 (foul and surface water drainage- full element), 36 (details of roads and footways- full element), 37 (highway works- full element), 40 (lighting and other ancillary structures for car park- both full and outline elements), and 41 (surfacing and barriers of car park- both full and outline elements).
- 6.38 These conditions remain relevant and applicable and development is restricted until such time as the Local Planning Authority issues written approval of details pursuant to them.

### **Conclusion**

- 6.39 The details submitted in respect of this Reserved Matters submission closely follow the principles and illustrative plans set out on the hybrid planning permission. The scheme layout, scale, appearance and landscaping is considered acceptable having regard to the context of the site, and would make an efficient, effective and sustainable use of the site. The design of the dwellings reflects the design of the existing dwellings within the Bluecoat Estate opposite the site to the east, whilst the landscaping suitably retains the protected trees with the greatest amenity value and provides for a good play area and links to the Downs Link and Station. The provision of the station car park extension will benefit the wider area by providing an alternative to parking on Station Road.
- 6.40 Many of the details submitted in respect of the pre-commencement conditions attached to the hybrid planning permission are considered acceptable following consultation and amendments, and are recommended for approval
- 6.41 The application is therefore compliant with the matters secured under the hybrid planning permission and relevant policies of the HDPF, NPPF and PPG, as set out above.

## 7. RECOMMENDATIONS

- 7.1 To delegate authority to the Development Manager to grant permission subject to the completion of a Deed of Variation to the original S106 agreement to secure the change to affordable housing tenure, and appropriate conditions:
1. A condition listing the approved drawings
  2. The noise mitigation measures set out in the Acoustic Report (7<sup>th</sup> Wave Acoustics dated 22 August 2016) shall be implemented in full prior to first occupation of each relevant dwelling and shall thereafter be retained at all times.  
Reason: In the interests of amenity and to ensure the use of the building does not have a harmful environmental effect and in accordance with Policy 33 of the Horsham District Planning Framework (2015).
  3. No development above ground floor slab level of any part of the development hereby permitted shall take place level until confirmation has been submitted, in writing, to the Local Planning Authority that the relevant Building Control body shall be requiring the optional standard for water usage across the development. The dwellings hereby permitted shall meet the optional requirement of building regulation G2 to limit the water usage of each dwelling to 110 litres per person per day. The subsequently approved water limiting measures shall thereafter be retained.  
Reason: In order to address the impacts of the location of the development within an area of serious water stress in accordance with Policy 37 of the Horsham District Planning Framework (2015).
  4. The dwellings hereby permitted shall not be occupied until their respective covered and secure cycle parking spaces/facilities have been provided in accordance with plans and details that shall have been submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be retained at all times solely for that purpose.  
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies including Policy 40 of the Horsham District Planning Framework (2015).
  5. The dwellings hereby permitted shall not be occupied until their respective refuse and recycling storage facilities have been fully implemented and made available for use in accordance with plans and details that shall have been submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be retained for use at all times.  
Reason: To ensure the adequate provision of recycling facilities in accordance with Policy 33 of the Horsham District Planning Framework (2015).
  6. Prior to the first occupation of each dwelling, the necessary infrastructure to enable connection to high-speed broadband internet shall be provided.  
Reason: To ensure a sustainable development that meets the needs of future occupiers and in compliance with the provisions of the National Planning Policy Framework, particularly paragraph 42 and Policy 37 of the Horsham District Planning Framework (2015).
  7. Prior to first occupation of the development, a verification report demonstrating that the SuDS drainage system has been constructed in accordance with the approved design drawings shall have been submitted to and approved in writing by the Local Planning Authority. If the SuDS system could pose a Health and Safety risk, the verification report should also include a Health and Safety audit to check that the local community, visitors and operation and maintenance operatives will not be put at risk.  
Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance in accordance with the

National Planning Policy Framework (NPPF) & Planning Practice Guidance (PPG) plus the Local Planning Policies 35 & 38 of the Horsham District Planning Framework (2015).

Notes to Applicant:

1. Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. The applicant is advised that the plans and documents submitted are sufficient to satisfy the requirements of conditions 6, 9, 12, 15, 16, 17, 18, 28, 32, 33, 34, 35, 39 & 42 of planning permission DC/13/1412.
3. The applicant is advised that the landscape details required under conditions 8 & 27 of planning permission DC/13/1412 should include the ecological enhancement measures set out in the approved Ecological Enhancement Scheme Survey (The Ecology Partnership, dated November 2016) received on 05 December 2016 as secured under conditions 18 & 35 of planning permission DC/13/1412.
4. The applicant is advised that the development shall be carried out in full accordance with the verification plan detailed within the Remediation Strategy and Verification Plan document (Ashdown Site Investigations: C16-11539/rs dated July 2016) received on 1 September 2016 as secured under conditions 15 & 32 of planning permission DC/13/1412.
5. The applicant is advised that the development shall be carried out in full accordance with the bat sensitive lighting scheme (drawing no. 12812-1-A) received on 1 September 2016, and in full accordance with the mitigation and enhancement measures set out in the Bat Survey (The Ecology Partnership, dated November 2016) and Reptile Survey (The Ecology Partnership, dated June 2016, including separate translocation letter dated 14 October 2016) received on 10 November 2016, as secured under conditions 16, 17, 33 & 34 of planning permission DC/13/1412.
6. The applicant is advised that the development hereby permitted shall be carried out in full accordance with the ground and finished floor level details detailed on drawing nos P0324 1001 revision 1 & P0324 1002 revision 0 received on 1 September 2016 as secured under condition 12 of planning permission DC/13/1412.
7. The applicant is advised that the development shall be carried out in full accordance with the measures set out in the Arboricultural Impact Assessment (SJ Stephens Associates dated 24 November 2016) received on 05 December 2016 as secured under conditions 9 & 28 of planning permission DC/13/1412.
8. The applicant is advised that the fire hydrant approved under conditions 39 and 42 will need to be installed tested and operational for firefighting.

Background Papers: DC/13/1412 & DC/16/1961